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OF  
COMMERCE AND CORPORATIONS

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FIRST EDITION, ETC.  
APPLETON PRENTISS CLARK GRIFFIN

THIRD EDITION, WITH ADDITIONS  
HERMANN H. B. MEYER



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## PREFATORY NOTE

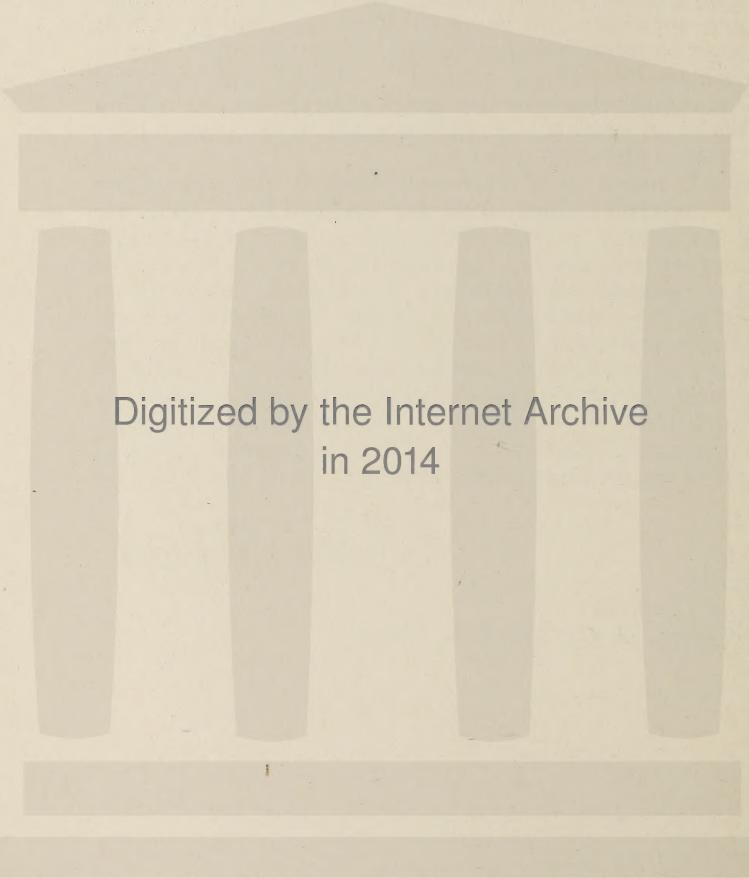
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In 1903 the Library of Congress published an eight page "Select list of references on Federal control of commerce and corporations." This was expanded to twenty-two pages the next year, and in 1907 it was found necessary to publish a supplement, under the title "List of more recent references on Federal control." Considerable material on the Interstate commerce law was also included in the second edition of the "List of books on railroads in their relation to the government and the public," issued the same year.

This new edition is made up of references selected from the earlier lists and from the material published during the past five years. So great is the mass of literature on the subject that even after a selection was made it was considered best to issue the list in two sections, the one here offered containing the references of a general character on Interstate commerce, the Constitutional question, the Interstate commerce commission, the Sherman anti-trust act, etc. (see Table of contents). The other section, now in active preparation, will consist of references to material dealing with special applications of the principle of Federal control, including, for example, such questions as the control of express companies, telegraph and telephone business, Federal incorporation and taxation and special applications of the Sherman anti-trust act.

H. H. B. MEYER  
*Chief Bibliographer*

HERBERT PUTNAM  
*Librarian of Congress*  
*Washington, D. C., March 20, 1913*



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INTERSTATE COMMERCE  
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GENERAL  
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Butterfield.—Federal control of interstate commerce, [by] H. E.  
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[by] L. A. Anderson.—British and American trade unionism, [by]  
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 Caption title.  
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332 ——— The nation and the railways.  
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 "The relations between the railroads and the state": p. 174-219.  
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334 **Glass**, Hiram. Railroads—national vs. state control.  
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335 **Hadley**, Arthur Twining. Railroad transportation, its history and its laws. 15th impression.

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336 **Haines**, Henry Stevens. Problems in railway regulation.

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11-25349

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337 ——— Railway corporations as public servants.

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"This work contains the substance of a course of lectures delivered in May, 1907, at the Boston university School of law. It is, to some extent, supplementary to a previous work on 'Restrictive railway legislation,' as it describes the development of such legislation since the passage of the act to regulate interstate commerce."—Pref.

"The public nature of the services rendered by railways has long been recognised, and supplies the basis for arguments in favour of railway nationalisation. Mr. Haines, however, is no believer in the alleged benefits of state ownership. On the contrary, he holds that all, and more than all, the benefits derivable from state ownership can be obtained under a system depending on private enterprise combined with efficient state control."—Econ. jour., Sept. 1908, v. 18: 437.

7-30619

**HE1053.H14**

338 ——— Restrictive railway legislation.

*New York, London, The Macmillan company, 1905.* ix, 355 p. 20 $\frac{1}{2}$  cm.

Substance of a course of lectures delivered at the Boston university school of law. Traces beginnings of railroad history, discusses railroad corporations, finance, construction, operation, traffic, rate-making, regulation of rates, state railroad commissions, pending legislation affecting interstate commerce, state control of corporations engaged in public service, and devotes a chapter to general conclusions.

The author believes in private ownership under government supervision, the Interstate commerce commission to be furnished with power to fix rates in specific cases coming before it, but not with general rate-making powers.

5-26378

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339 **Haney**, Lewis Henry. A Congressional history of railways in the United States to 1850.  
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343 **Hendrick**, Frank. Railway control by commissions.  
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5-35551

**HE1051.H89**

347 **Interstate commerce law convention**, *St. Louis, 1904.*

Amendment of the Interstate commerce law. Arguments and statements made before Interstate commerce committees in the Fifty-seventh Congress in favor of enlarging the powers of the Interstate commerce commission.

[*Washington?*] *The Interstate commerce law convention, 1904. cover title, 116 p.* 23 $\frac{1}{2}$ <sup>cm</sup>.

Hearings on the Cooper-Quarles bill, "A bill further to define the duties and powers of the Interstate commerce commission."

Text of the bill: p. 9-11; Statements of John D. Kernan, Martin A. Knapp, Charles A. Prouty, Joseph W. Fifer, Judson C. Clements: p. 23-96.

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CONTENTS.—Public aid to railway construction: p. 307-321; Relation of the railways to the state in the United Kingdom and France: p. 322-334; Relations of the railways and the state in Italy and Germany: p. 335-348; Regulation of railways by the American state governments—the state commissions: p. 349-366; Railway regulation by the federal government—the Interstate commerce commission: p. 367-385; The courts and railway regulation: p. 386-407; Railway taxation: p. 408-419; The problem of government regulation: p. 420-427.

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355 **La Follette**, Robert Marion. Railway regulation.  
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 Shall railway rates be raised? By Walker D. Hines . . .  
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 [n. p., 1911.] cover-title, 29 p. 22 $\frac{1}{2}$ <sup>cm</sup>.  
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 obliterate competition; and the increase of rates as a tax  
 on the business of the country—the necessity of  
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 Urges federal control.  
 "A recent compilation shows that, of 316 freight rate cases decided  
 by the Interstate commerce commission, fifty-four per cent—  
 practically one half—turned in favor of the complainant. . . .  
 Were the orders of the Commission to become effective at once,  
 the losses incident to errors afterward corrected by the courts  
 would be distributed in about equal proportions. At present  
 all the penalty of a mistake falls upon the shipper and the public;  
 the railway always goes scot free. (An impartial Commission  
 should be clothed with power to distribute these onerous  
 burdens by prescribing the temporary rate.)"

396a ——— Railroads; rates and regulation.  
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CONTENTS.—Introduction, by William Z. Ripley: p. ix-xxxii; A chapter of Erie, by Charles Francis Adams: p. 1-61; Standard oil rebates, by Ida M. Tarbell: p. 62-77; The building and cost of the Union Pacific, by Henry Kirke White: p. 78-97; The Southern railway and steamship association, by Henry Hudson: p. 98-122; The theory of railway rates, by Frank W. Taussig: p. 123-144. Unreasonable rates: The Cincinnati freight bureau case: p. 145-178; The maximum freight rate decision: p. 179-189. Relative rates: The Hutchinson, Kansas, salt case: p. 190-202; The Eau Claire, Wis., lumber case: p. 203-223. Unreasonable rates: The Savannah naval stores case: p. 224-237; Relative rates: The Chattanooga case: p. 238-268. The long and short haul clause: The St. Cloud, Minn., case: p. 269-285; The Savannah fertilizer case: p. 286-308. The Trunk line rate system, by William Z. Ripley: p. 309-332. The Southern basing point system: The Troy, Ala., case: p. 333-353; The Alabama midland decision: p. 354-362; The Dawson, Ga., case: p. 363-377; The Southern rate system: The Danville, Va., case: p. 378-404; Transcontinental freight rates: The St. Louis business men's league case: p. 405-440; Export and domestic rates: p. 441-475. Freight classification: The Hatter's furs case: p. 476-483; Economic waste in transportation, by William Z. Ripley: p. 484-516; The Northern securities company, by Balthasar H. Meyer: p. 517-530; The Interstate commerce law as amended in 1906, by Frank H. Dixon: p. 531-556; Reasonable rates, by Alton D. Adams: p. 557-578; The doctrine of judicial review, by H. S. Smalley: p. 579-601; The English railway and canal commission of 1888, by S. J. McLean: p. 602-651; Railway regulation in France, by W. H. Buckler: p. 652-659; Railway ownership in Germany, by Balthasar H. Meyer: p. 660-682.

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398 **Spencer**, Samuel. The railways: their relations to the government. Address before the Traffic club of Pittsburgh April 7, 1905.

[*New York? 1905.*] 1 p. l., 14 p. 23 $\frac{1}{2}$ cm.

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399 **Sterne**, Simon. The railway problem.

*New York, Thompson & Moreau, printers, 1880. cover-title, 34 p. 21 $\frac{1}{2}$ cm.*

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HE1051.S86

Reprinted from the National quarterly review for April, 1880, v. 41.

AP2.N35,v.41

400 **Sterne**, Simon. Railways in the United States; their history, their relation to the state, and an analysis of the legislation in regard to their control, with supplementary notes continuing the record to 1911.

*New York and London*, G. P. Putnam's sons, 1912. xiii, 209 p.  $20\frac{1}{2}$  cm.

The present volume is made up of three papers on the subject of railroad management and of the relations of railways to the community; an important division is made up of an article on "Railways" contributed by Mr. Sterne to the Cyclopædia of political science.

12-2264

HE1051.S7

401 **Stickney**, Alpheus Beede. The railway problem.

*St. Paul, Minn.*, D. D. Merrill company, 1891. vii, 249 p. map, diagrs. (partly fold.)  $20$  cm.

5-35547

HE1051.S92

402 **Taft**, William Howard. Political issues and outlooks; speeches delivered between August, 1908, and February, 1909.

*New York*, Doubleday, Page & company, 1909. vi, 209 p. front. (port.)  $20\frac{1}{2}$  cm.

"The railroads and the courts . . . Chicago, Sept. 23, 1908"; p. 110-129.

9-28960

E756.T12

403 **Taylor**, Carr White. The railroad a public servant; being a treatise upon the right of the state and nation to control railroad corporations, and discussing the question of car service, the proper basis for fixing rates, stock, and bond issues and watered stock, and suggesting remedies for existing evils.

*Hutchinson, Kan.*, The Times company, 1908. 112 p., 1 l. incl. port.  $20$  cm.

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404 **Tuttle**, Lucius. Federal regulation of railroads engaged in interstate commerce. Address delivered before the Brotherhood of locomotive engineers, of Boston, Mass.

[*Washington, Gov't print. off.*, 1905.] 9 p.  $23$  cm. ([U. S.] 58th Cong., 3d sess. Senate. Doc. 111.)

6-16842

4765

HE2705.T93

405 —— Remarks on the relation of the national government to the railways, before the commercial clubs of Cincinnati, Boston, Chicago and St. Louis, at Cincinnati, Friday evening, May 26, 1905.

[*n. p.*, 1905.] 1 p. l., 9 p.  $23\frac{1}{2}$  cm.

11-7632

HE2757.1905.T8

406 **U. S. Congress. House. Committee on interstate and foreign commerce.** Hearings [March 4—April 10, 1908] on the bills relating to railroad rates, car supply and train service. *Washington, Gov't print. off., 1908.* 2 v. 23cm.  
8-21845 HE2705.1908.A13

407 —————— Hearings before the Committee [March 5, 11, 1908] on the bills relating to routing shipments and railroad freight rates.  
*Washington, Gov't print. off., 1908.* 83 p. 23cm.  
8-21843 HE2705.1908.A12

408 —————— Railroad bill. Report. <To accompany H. R. 17536.>  
[*Washington, Govt. print. off., 1910.*] 164 p. 23cm. (61st Cong., 2d sess. House. Rept. 923.) 5592  
Submitted by Mr. Mann, committed to the Committee of the whole House, and ordered printed, April 1, 1910.  
"Substitute amendment recommended by the Committee to H. R. 17536": p. 13-57; "Print of H. R. 17536, to show changes in the text of the original bill by the substitute amendment": p. 58-107; "Print of substitute bill, showing comparison with existing act to regulate commerce": p. 108-155; "Views of the minority": p. 157-161; "Views of Mr. Russell and Mr. Sims": p. 163-164.  
10-35406 HE2710.A2 1910

409 —————— *Committee on railways and canals. Commerce by railroad among the several states. Report. Jan. 19, 1874.*  
[*Washington, Govt. print. off., 1874.*] 13 p. 8°. (43d Cong. 1st sess. House. Rept. 28.) 1623  
Reported by G. W. McCrary.  
Reports a bill which "asserts the right and duty of Congress to regulate inter-state commerce, as carried on by railroads, and prescribes as one of the regulations thereof that the charges of persons engaged in such commerce for carrying freight and passengers shall, in all cases, be fair and reasonable." The question involved is then discussed constitutionally and as to expediency. Concludes that "any attempt to regulate this commerce, which stops short of a prohibition of extortionate rates, must become altogether ineffectual as a remedy for existing evils."

410 —————— *Senate. Committee on interstate commerce. Prompt furnishing of transportation facilities.* Hearing [Feb. 14, 21, 28, Mar. 13, Apr. 17, 1908] on the bill (S. 3644) to require railroad companies engaged in interstate commerce to promptly furnish cars and other transportation facilities, and to empower the Interstate commerce commission

to make rules and regulations with respect thereto, and to further regulate commerce among the several states.

*Washington, Gov't print. off., 1908.* 3 v. fold. tab. 23<sup>cm</sup>.

Hearings of Feb. 14 printed as Senate doc. 311. 60th Cong., 1st sess.

8-35176

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HE2333.A3 1908

412 **U. S.** *Industrial commission.* Amendment of the interstate commerce law. Extracts from the Report of the Industrial commission on transportation submitted to the Fifty-seventh Congress. Pub. by the Executive committee of the Interstate commerce law convention.

[n. p., 1904?] cover-title, 78 p. 23 $\frac{1}{2}$ <sup>cm</sup>.

6-24052

HE2123.A2

413 ————— Report on transportation . . . including testimony . . . review and topical digest of evidence, and special reports on railway legislation, [by B. H. Meyer], and taxation, [by Roswell C. McCrea].

*Washington, Govt. print. off., 1900-01.* 2 v. map, facsims., tab., diagrs. 23 $\frac{1}{2}$ <sup>cm</sup>. (*The Commission's Reports*, vol. IV, IX.)

Consult the index of each section under the headings Government regulation, Legislation, etc.

“Railway regulation under foreign and domestic laws. Prepared . . . by B. H. Meyer”: v. 9, p. 897-1004.

4-18094/6

HC101.A3,v.4,9

414 ————— Final report. Prepared in accordance with an act of Congress approved June 18, 1898.

*Washington, Govt. print. off., 1902.* xi, 1259 p. maps, diagrs. 23 $\frac{1}{2}$ <sup>cm</sup>. (*The Commission's Reports*, vol. XIX.)

“Transportation”: p. 259-484; “Position and powers of the Interstate commerce commission”: p. 419-444; “Recommendations of the [Industrial] commission”: p. 481-484.

4-18105/2

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416 ————— *Supreme court.* Railroad rate law. Decision of the Supreme court in the cases of the United States ex. rel. the attorney-general of the United States, plaintiff in error, against the Delaware and Hudson company, and others, under the “commodities clause” of the interstate-commerce act . . .

[*Washington, Govt. print. off., 1909.*] 18 p. 23<sup>cm</sup>. (61st Cong., 1st sess. Senate. Doc. 37.)

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**A** 10-1620

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419 **Watkins**, Edgar. Shippers and carriers of interstate freight. *Chicago, T. H. Flood and company, 1909. 578 p. 24 cm.*

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421 **1886.** Welch, John C. Transportation and the federal government.

*Popular science monthly, July, 1886, v. 29: 335-346.*

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422 **1887.** Crafts, W. A. Is the railroad problem solved?

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**AP2.N7,v.145**

424 **1888.** Blanchard, G. R. Shall railway pooling be permitted?

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425 **1889.** Hadley, Arthur T. Railroad business under the Interstate commerce act.

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426 **1892.** Morgan, Appleton. Wanted—A railway court of last resort.

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428 **1895.** Ramage, B. J. The railroad question.  
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429 **1895.** Fink, A. The legislative regulation of railroads.  
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## RAILROAD RATE REGULATION

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621 **Fink**, Henry. Regulation of railway rates on interstate freight traffic. 2d ed.  
*New York, The Evening post job printing office, 1905.*  
*v, 236 p. 24<sup>cm</sup>.*  
 CONTENTS.—I. Regulation by the railroads, or self-government.—  
 II. Regulation by the federal government.—III. Additional legislation.  
 6-5162 HE2112.F5

622 **Foraker**, Joseph Benson. Answer of Senator Foraker to speech of Secretary Taft at Akron, Ohio, on railroad rate legislation, as published in the Cincinnati papers, October 27th, 1905.  
*[n. p., 1905.] cover-title, 24 p. 23<sup>cm</sup>.*  
 10-27488 HE1843.F6

623 **Frame**, Andrew Jay. An appeal to reason; the problem of railway rate regulation.  
*[Milwaukee, Printed by the Evening Wisconsin company], 1905. cover-title, 7, [1] p. 23<sup>cm</sup>.*  
 6-2957 HE1843.F82

624 **Grosscup**, Peter Stenger. A simple and sure solution of the transportation problem. The only efficient plan proposed absolutely just to shippers and carriers, indorsed by the leading manufacturers, shippers and consumers throughout the United States.  
*New York, Freight publishing co., 1905. 22 p. 23<sup>cm</sup>.*  
 5-34307 HE1051.G87  
 Abstract printed in Railway age, Apr. 28, 1905, v. 39: 672-673.  
 TF1.R3, v.39

626 **Grover**, Marcus De Lett. Mr. M. D. Grover, general counsel of Great northern railroad. Hearing before the Committee on interstate and foreign commerce of the House of representatives as to the wisdom and advisability of conferring on the Interstate commerce commission the authority to prepare schedules and to make railroad rates, April 25th to June 18th, 1902.  
 [Washington? 1905?] 12 p.  $23\frac{1}{2}$  cm.  
 11-17520 HE1843.G7

627 **Hadley**, Herbert S. Railroad rate regulation, address before the meeting of attorneys-general of the United States at St. Louis, Mo., September 30, 1907.  
*Jefferson City, The H. Stephens prtg. co., 1907.* cover-title, 19 p.  $24\frac{1}{2}$  cm.  
 9-16283 HE1843.H2

628 **Haines**, Henry S. An object-lesson in extension: rate-making.  
 (In Centralization and the law. Scientific legal education. Boston, 1906. 20 cm. p. 231-268.)  
 Reprinted from the author's "Restrictive railway legislation," New York, 1905. HE1053.H15

629 **Hanks**, Charles Stedman. The benefit of the Hepburn law to the banker, broker, shipper, and the public; address delivered before the Fitchburg Board of trade, April 3, [1907].  
*Boston, Mass., The Authors' publishing association, (inc.), 1907.* 38 p.  $15\frac{1}{2}$  cm.  
 8-1489 HE1843.H24

630 **Hines**, Walker Downer. Delay of the Interstate commerce commission in deciding cases. This delay is apparently due to too many duties, which no single tribunal could adequately discharge. Yet pending bills greatly increase the Commission's duties, and thereby make expeditious action still more impracticable.  
 [Louisville? 1906.] cover-title, 10 p. 24 cm.  
 11-5552 HE1843.H6

631 ————— A discussion of the effect and constitutionality of penalties designed to enforce rates made by the Interstate commerce commission. In the absence of affirmative provision for adequate judicial review and control of such rates, the penalties would render any judicial review impracticable and hence would be unconstitutional.  
 [Louisville? 1906.] cover-title, 10 p.  $23\frac{1}{2}$  cm.  
 11-5553 HE1843.H62

632 **Hines**, Walker Downer. Is the proposed regulation of rates through the Interstate commerce commission reasonable and fair to the people interested in and connected with the railroads? Some comments on the recent Pittsburg address of Senator Knox, and a plea for a real "square deal."

[*Louisville?* 1905.] *cover-title*, 24 p. 23<sup>cm</sup>.

11-5554

**HE1843.H63**

633 ——— Legislative regulation of railroad rates.

(*In American economic association. Publications. New York, 1903. 8°. 3d ser., v. 4, p. 84-103.*) **HB1.A5,3d ser.,v.4**

Also printed in *Railway age*, Jan. 2, 1903, v. 35: 18-22.

**TF1.R2,v.35**

634 ——— Mr. W. D. Hines, first vice-president of L. & N. railroad. Hearing before the Committee on interstate and foreign commerce of the House of representatives as to the wisdom and advisability of conferring on the Interstate commerce commission the authority to prepare schedules and to make railroad rates, April 25th to June 18th, 1902.

[*Washington?* 1902?] 1 p. l., 77 p. 23<sup>1</sup>/<sub>2</sub><sup>cm</sup>.

11-17519

**HE1843.H652**

635 ——— A pamphlet having the purpose to inquire (1) Whether an administrative bureau, such as the Interstate commerce commission, is the only sort of tribunal upon which the correction of unreasonable interstate railroad rates can be devolved. (2) Whether the courts may not be authorized, when they condemn a rate as unlawful, to decide what is lawful and to enforce that decision under similar conditions in the future.

[*Louisville?* 1905.] *cover-title*, 38 p. 23<sup>cm</sup>.

11-5555

**HE1843.H655**

636 ——— The President's message and proposed amendments to the Interstate commerce act.

[*Louisville? Ky., 1901?*] 19 p. 8°.

Opposed to granting the rate-making power to the Interstate commerce commission.

2-27101

**HE2123.H66**

637 ——— Townsend bill, analysis of H. R. 18588.

[*Louisville, Ky.*], *J. P. Morton & company, printers, [1905].*  
*cover-title*, 18 p. 23<sup>cm</sup>.

7-31610

**HE2757.1905.H6**

638 **Hines**, Walker Downer. Townsend bill. What is a differential in railroad traffic parlance? Is not the inevitable tendency of government rate-making to provide a rigid and unchanging mileage rate?  
*[Louisville? Ky., 1905.] cover-title, 14 p. 22 $\frac{1}{2}$  cm.*  
 6-13807 HE2112.H66

639 **Illinois state bar association.** Discussion on railroad rate regulation.  
*(In its Proceedings, 1907. Springfield, 1907. 8°. pt. 1, p. 71-150.)*  
 CONTENTS.—Paper favoring rate regulation, by James H. Wilkerson: p. 71-93; paper opposed to rate regulation, by John M. Zane: p. 93-125; General discussion, by H. S. Mecartney, Blewett Lee, and others: p. 126-150.

640 **Judd, John W.** Can Congress constitutionally empower the Interstate commerce commission to fix railroad rates?  
*(In Tennessee bar association. Proceedings, 1902. Nashville, [1902]. 8°. p. 43-58.)*

641 ——— Texas & Pacific railway vs. the Inter-state commerce commission.  
*(In State bar association of Utah. Report, 1897. Salt Lake City, 1897. 22cm. p. 76-92.)*  
 Discusses the decision of the United States Supreme court in this case, reversing the ruling of the Interstate commerce commission that freight shipped from a foreign port to interior parts of the United States should pay the same rates as domestic freight carried by the same route.

642 **Kirkman, Marshall Monroe.** Railway legislation. The growth of our railway system and some of the mistakes attending it.  
*Chicago, C. N. Trivess, printer, 1886. cover-title, 26 p. 24 cm.*  
 5-41320† HE1053.K59  
HE2757.1886.K6

643 ——— Railway rates and government control. Economic questions surrounding these subjects.  
*Chicago and New York, Rand, McNally & co., 1892. 354 p. 20 cm.*  
 5-35550 HE1051.K59

644 ——— Railway rates and government ownership. Forming one of the series of volumes comprised in the Revised and enlarged edition of The science of railways.

*New York and Chicago, The World railway publishing company, 1907.* 1 p. l., vi, 7-350 p. 20<sup>cm</sup>.

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TF7.K68,v.15

"Index to authorities quoted": p. 333-335.

"While we may question the utility of government ownership or control, we cannot doubt the value of governmental supervision, wisely and honestly exercised."—p. 225.

The Library of Congress has several earlier editions, issued under varying titles.

645 **Knapp**, Martin A. Government regulation of railroad rates.  
(*In New York state bar association. Proceedings, 1895. Albany, 1895. 8°. p. 93-104.*)

646 ——— The regulation of railway rates.

(In American political science association. Proceedings, 1905. Lancaster, Pa., 1905. 8°. v. 1, p. 199-208.)

Discussion: p. 208-224.

JA28.A5 1905

Abstract printed in Railroad gazette, vol. 50 (Jan. 13, 1905): 40-42.  
TF1.R2,v.50

647 **Knox**, Philander Chase. The reasonableness and lawfulness of the general features of the President's rate regulation policy. Address at banquet of Pittsburgh, Chamber of commerce, November 3, 1905.  
[Pittsburg, 1905?] 8 p. 28<sup>cm</sup>.

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H1.P9,v.13

648 **La Follette**, Robert Marion. Regulation of railway rates and services. Relation of government to commerce and transportation. Speech in the Senate of the United States, April 19, 20, and 21, 1906, and amendments to strengthen the rate bill offered by Mr. La Follette; the arguments and votes upon the same in the Senate of the United States, May 9-12, 14, and 18, 1906.

*Washington, 1906.* 148 p. 23<sup>cm</sup>.

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HE2757.1906.L2

650 **McKeehan**, Charles L. Testing legislative rate regulations under the fourteenth amendment.

(In Pennsylvania bar association. Report, 1908. Philadelphia, 1908. 8°. p. 506-529.)

651 **McPherson**, Logan Grant. Railroad freight rates in relation to the industry and commerce of the United States.

*New York, H. Holt and company, 1909.* xi, 441 p. incl. illus., tables. fold. map. 22½<sup>cm</sup>.

Chapters 16-20 (p. 235-313) treat of government regulation.

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652 **Merritt**, Albert Newton. *Federal regulation of railway rates. Boston and New York, Houghton, Mifflin and company, 1907.* xii p., 1 l., 240 p., 1 l. 21<sup>cm</sup>. (Hart, Schaffner & Marx prize essays. iv.)  
7-37945 HE1843.M57

653 **Meyer**, Balthasar Henry. *Government regulation of railway rates.* [Chicago], Printed at the University of Chicago press, [1906]. [85]-106 p. 25<sup>1</sup><sub>2</sub><sup>cm</sup>.  
7-4920 HE1843.M67  
"Written with especial reference to certain opinions upon the railway rate question, which have recently been given wide publicity by Professor Hugo R. Meyer in his testimony before the Senate Committee on interstate commerce, and in his book on government regulation."  
Reprinted from the *Journal of political economy*, vol. xiv, no. 2, February, 1906. HB1.J7,v.14

654 **Meyer**, Hugo Richard. *Government regulation of railway rates; a study of the experience of the United States, Germany, France, Austria-Hungary, Russia and Australia.* New York, London, The Macmillan company, 1905. xxvii, 486 p. fold. map. 20<sup>1</sup><sub>2</sub><sup>cm</sup>.  
Partly reprinted from the *Railway age* and the *Railroad gazette*. Opposed to government regulation.  
Reviewed by H. C. Adams in *Yale review*, Feb. 1906, v. 14: 417-421 (H1.Y2,v.14); by B. H. Meyer in *Journal of political economy*, Feb. 1906, v. 14: 86-106 (HB1.J7,v.14); and by Alfred von der Leyen in *American journal of sociology*, Mar. 1906, v. 11: 638-692 (HM1.A7,v.11), translated from *Archiv für Eisenbahnwesen*, Jan.-Feb. 1906. The author replies to criticisms, in *Journal of political economy*, Apr. 1906, v. 14: 193-223 (HB1.J7,v.14).  
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655 **Morawetz**, Victor. *The power of Congress to regulate railway rates.* New York, C. G. Burgoyne, [1905]. cover-title, 22 p. 23<sup>1</sup><sub>2</sub><sup>cm</sup>.  
Published in the *Harvard law review* for June, 1905, v. 18: 572-587.  
10-27464 HE1843.M8

656 **Newcomb**, Harry Turner. *The proposed radical railway legislation; an address delivered before the faculty and students of the University of Missouri, October 20, 1905.* Washington, D. C., Press of Gibson bros., 1905. 32 p. 22<sup>1</sup><sub>2</sub><sup>cm</sup>.  
6-9679 HE1843.N55

657 ————— *Proposed solutions of the railway rate problem; a paper presented at the fifty-ninth annual meeting of the American association for the advancement of science,*

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*Washington, D. C., G. E. Howard, printer, 1906.* 31 p. 23<sup>cm</sup>.

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TF1.R3,v.41

A briefer abstract is published in the *Proceedings of the American association for the advancement of science*, Dec. 1905-Jan. 1906, v. 55, p. 481.

Q11.A5,v.55

658 **Nimmo**, Joseph. Abstract of the reply of the Interstate commerce commission to a resolution of inquiry introduced in the Senate by Senator Elkins and adopted January 16, 1905. From the *New York Journal of commerce* of May 22, 1905. Rev. and republished, together with certain observations upon the present rate question, January 31, 1906.

*Washington, D. C., The R. H. Darby printing company, [1906]. cover-title, 14 p. 23<sup>cm</sup>. (Professional papers, no. 1, ser. of 1906.)*

6-36731

HE2757.1906.N7

— Copy 2. [Nimmo's Government rate-making pamphlets, 1905-06, no. 7.] HE2112.N7,no.7

659 — Commercial liberty in its relation to government rate-making. A question not ripe for legislation.

*Washington, D. C., The R. H. Darby printing company, [1906]. cover-title, 30 p. 23<sup>cm</sup>. (Professional papers, no. 4, ser. of 1906.)*

6-36730

HE2757.1906.N76

— Copy 2. [Nimmo's Government rate-making pamphlets, 1905-06, no. 10.] HE2112.N7,no.10

660 — Government ownership the alternative of governmental rate-making. The impracticability and revolutionary character of the entire scheme.

*Washington, D. C., The R. H. Darby printing co., 1905. cover-title, 18 p. 22<sup>1</sup>/<sub>2</sub><sup>cm</sup>. [Nimmo's Government rate-making pamphlets, 1905-06, no. 4.]*

6-36725

HE2112.N7,no.4

661 — Political and commercial results of governmental rate-making.

*Washington, D. C., The R. H. Darby printing company, [1906]. cover-title, 22 p. 23<sup>cm</sup>. (Professional papers, no. 3, ser. of 1906.)*

6-36729

HE2757.1906.N74

— Copy 2. [Nimmo's Government rate-making pamphlets, 1905-06, no. 9.] HE2112.N7,no.9

662 **Nimmo**, Joseph. Regulation of commerce among the states. The governmental policy of Thomas Jefferson vindicated by the lessons of experience. Views of the Interstate commerce commission in regard to governmental rate-making.  
*Washington, D. C., The R. H. Darby printing company, [1906]. cover-title, 15 p. 23<sup>cm</sup>. (Professional papers, no. 2, ser. of 1906.)*  
 6-36728 HE2757.1906.N72  
 ————— Copy 2. [Nimmo's Government rate-making pamphlets, 1905-06, no. 8.] HE2112.N7,no.8

663 [Noxon, Frank Wright.] The rate decision and railway credit; effect of policies announced by the Commission and of the testimony—story of the case.  
*[New York], 1911. 47 p. 25 $\frac{1}{2}$ <sup>cm</sup>. (Railway business association bulletin, no. 6.)*  
 "Story of the great railway freight rate investigation before the Interstate commerce commission; an abstract."  
 11-7470 HE1843.N8

664 **Noyes**, Walter Chadwick. American railroad rates.  
*Boston, Little, Brown, and company, 1905. 5 p. l., 277 p. 21 $\frac{1}{2}$ <sup>cm</sup>.*  
 "This book deals only with freight rates."—Pref.  
 The writer argues that the railroads should favor conservative legislation. In a chapter on "federal regulation" he discusses effective legislation and proposes: *First*. That a special court should be created in accordance with the constitutional provisions concerning the federal judiciary. Complaints made by persons aggrieved—or in their behalf by a public official or board—that specific railroad rates upon interstate traffic are unreasonable and unjust should be presented to this court. After speedy notice to the carrier the court should summarily inquire into the reasonableness of the rate complained of. If found reasonable, the complaint should be dismissed; if found unreasonable, the court should enjoin its further collection. This would end the function of the court. *Second*. In case a rate were found unreasonable, that all the papers in the case, together with the evidence, should be certified to the Interstate commerce commission, which should be empowered, upon an inspection of the papers, then to make a maximum rate to take the place of that found unreasonable by the court. The rate prescribed should remain in force a prescribed time, but should be subject to modification by the Commission. No hearing before the commission would be necessary or expedient. Speedy action would be possible and should be required.  
 5-35605 HE2123.N94

665 **Peck**, George R. Governmental regulation of railway rates.  
*(In Colorado bar association. Report, 1905. [n. p., 1905.] 8°. p. 141-172.)*

666 **Pennsylvania.** *Dept. of internal affairs. Bureau of railways.* National regulation of interstate rates of transportation. (*In its Annual report, 1905.* Harrisburg, 1905. 24<sup>cm</sup>. pt. 4, p. xliv-xlix.) Isaac B. Brown, Secretary of internal affairs. **HE2709.P4 1905,pt.4**

667 **Prouty, Charles A.** Control of railway rates. (*In La Follette, Robert M. ed. The making of America.* Chicago, 1906. 8<sup>o</sup>. v. 4, p. 348-354.) **HC103.L25,v.4**

668 **Reeder, Robert Patterson.** Rate regulation as affected by the distribution of governmental powers in the Constitutions. [*Philadelphia?*] c1908. 1 p. l., 44 p. 27<sup>cm</sup>. Reprinted from University of Pennsylvania law review, Nov. 1908, v. 57: 59-102. 8-31188 **HE1843.R4**

669 **Shaw, Leslie Mortier.** Current issues. *New York, D. Appleton and company, 1908.* xi, 487 p. front. (port.) 20<sup>cm</sup>. "The rate question": p. 235-252. 8-8152 **HC106.S55**

670 **Smalley, Harrison Standish.** Railroad rate control in its legal aspects; a study of the effect of judicial decisions upon public regulation of railroad rates. [*New York, For the American economic association by the Macmillan company; etc., etc., 1906.*] v, 147 p. 24<sup>1</sup>/<sub>2</sub><sup>cm</sup>. (*Publications of the American economic association.* 3d ser., vol. vii, no. 2.) An examination of the doctrine of judicial review in law and practice. Concludes that the power to reduce rates and enforce rate regulation is greatly impaired by judicial review. To overcome the difficulties the author suggests certain remedies: a constitutional amendment, provision for compensation to railroads, prohibition of injunctions, speedy trials and special courts, etc. 6-26074 **HB1.A5,3d ser.,v.7**  
**HE2112.S6**

671 **Some** views of the press and others as to the wisdom and necessity of conferring authority upon the Interstate commerce commission to make railroad rates. [*n. p., 1905.*] 30 p. 23<sup>cm</sup>. 11-22171 **HE1843.S6**

672 **Spencer, Samuel.** Vital points in railway rate regulation. An address delivered before the Board of trade of the city of Newark, October 11, 1905. [*New York, 1905.*] cover-title, 14 p. 23<sup>1</sup>/<sub>2</sub><sup>cm</sup>. 10-27465 **HE1843.S75**

673 **Spencer, Samuel, and David Willcox.** Interstate commerce. Brief, as to proposed new legislation. *New York, C. G. Burgoyne, [1905]. cover-title, 1 p. l., 54 p. incl. diagr. 23½ cm.* "A clear statement of the railway contention against increasing the powers of the Interstate commerce commission." 5-33787 **HE1051.S74**  
Summarized in "Freight," Mar. 1905, v. 3: 144-150. **HE2122.T7, v.3**

675 **Stevens, Frederick Clement.** Townsend bill. Interview of Representative F. C. Stevens. Opinions of experts. Sober consideration of rate question. [n. p., 1905.] *cover-title, 20 p. 22½ cm.* 11-29448 **HE1843.T65**

676 **Stilwell, Arthur Edward.** Confidence, or national suicide? *New York, The Bankers publishing company, 1910. viii, 120 p. 20½ cm.* Arguments in opposition to federal and state legislation regulating railroad rates. 10-19634 **HE2757.1910.S8**

677 **Terriberry, George H.** The rate bill. (In Louisiana bar association. Proceedings, 1906. New Orleans, 1906. 8°. p. 7-13.) Reprinted in American lawyer, June, 1906, v. 14: 263-265.

678 **Thom, Alfred P.** Construction and constitutionality of the long and short haul clause of the Interstate commerce act as amended, June 18, 1910. [Washington? 1911.] 102 p. 23 cm. Appendix A. The federal long and short haul clause and the Fifth amendment, notes by John K. Graves. Appendix B. Extract from address by Mr. W. W. Finley before the Traffic club of Philadelphia, on February 18, 1911. 11-10037 **HE1843.T4**

679 **Townsend bill.** Its effect on export and import as compared with domestic rates; on long and short haul clause in original act; and a majority of commission appointed by each succeeding president. [n. p., 1905?] *cover-title, 13 p. 23 cm.* 11-22176 **HE1843.T58**

680 The **Townsend** bill; the claim that it is a "conservative" method of railway regulation examined. [n. p., 1905?] *cover-title, 8 p. 23 cm.* 11-22175 **HE1843.T6**

681 **Traffic federation of the Middle West.** Railroad freight rates. Report of proceedings at a conference of public officials and commercial and shippers' organizations in the Middle West, at Topeka, Kansas, September 22, 1910.  
 [Topeka? 1910.] 11 p. 23<sup>cm</sup>.  
 10-33391 HE1843.T7

682 **U. S. Congress. House. Committee on interstate and foreign commerce.** Hearings [Jan. 8–Feb. 1, 1907] on H. R. 20153, 21572, and 22133, on the subject of railroad passenger fares and mileage tickets.  
*Washington, Gov't print. off., 1907.* 231 p. 23<sup>cm</sup>.  
 W. P. Hepburn, chairman.  
 7-35131 HE2705.1907.A1

683 ——— Hearings . . . [March 10, 1908] on the bills relating to railroad passenger fares and passes.  
*Washington, Gov't print. off., 1908.* 61 p. 23<sup>cm</sup>.  
 8-22659 HE2705.1908.A123

683a ——— Powers of the Interstate commerce commission. Report. <To accompany H. R. 12987.> [Washington, Gov't print. off., 1906.] 30 p. 23<sup>cm</sup>. (59th Cong., 1st sess. House. Rept. 591.) 4906  
 Report on the Hepburn rate bill.  
 6-35198 HE2705.1906.A3

684 ——— Senate. Committee on interstate commerce. Railroad-rate legislation. Views of Mr. Tillman and views of Mr. Newlands. <To accompany H. R. 12987.> [Washington, Gov't print. off., 1906.] 37 p. 23<sup>cm</sup>. (59th Cong., 1st sess. Senate. Rpt. 1242.) 4904  
 HE2112.A3 1906

648a ——— Railroad rate legislation. Views of the minority. [Washington, Gov't print. off., 1906.] 51 p. 23<sup>cm</sup>. (59th Cong., 1st sess. Senate. Rpt. 1242, pt. 2.)  
 "Historical and statistical summary": p. 10-50.  
 6-22378 HE2112.A3 1906a

685 ——— Rate legislation. Telegrams in relation to the Hepburn bill and rate legislation generally. [Washington, Govt. print. off., 1906.] 42 p. 23<sup>cm</sup>. (59th Cong., 1st sess. Senate. Doc. 249.) 4913  
 9-2404† HE1843.A5 1906f

686 **U. S. Congress. Senate. Committee on interstate commerce.** Regulation of railway rates. Hearings before the Committee on interstate commerce, Senate of the United States, December 16, 1904. [-May 23, 1905] on bills to amend the interstate commerce act.

*Washington, Gov't print. off., 1905. 5 v. fold. map (v. 2) diagrs. 23 $\frac{1}{2}$  cm.*

CONTENTS.—v. 1. Testimony, December 16, 1904—February 23, 1905.—Private car-line systems.—Resolutions, petitions, memorials and letters of legislatures, boards of trade, chambers of commerce and others [continued, v. 4, p. 3785-3795]—Partial list of bonds and stocks of railroads held by savings banks, insurance companies and other institutions in 1900.—Bills relating to interstate commerce and the Interstate commerce commission, 58th Congress.—Report upon the bill H. R. 18588.

v. 2. Testimony, April 17—May 6, 1905.

v. 3. Testimony, May 8—17, 1905.

v. 4. Testimony, May 18—23, 1905.—Additional list of shippers [etc., continued from v. 1, p. 491]—List of witnesses.—Consolidated index, v. 1—5.

v. 5. Appendices.—a. Railway act of the Dominion of Canada, 1903.—b. British railway laws and regulations.—c. French railways—How their operation is controlled by government regulations (Colson)—d. Complaints and cases brought before the Interstate commerce commission and the courts involving violations of the act to regulate commerce and amendments thereof.—e, pt. 1. Briefs filed with the Interstate commerce commission in the matter of the inland port differentials on import and export traffic to and from North Atlantic ports by commercial organizations . . . —e, pt. 2. Report and opinion of the Interstate commerce commission in the matter of differential freight rates to and from North Atlantic ports. April 27, 1905.—f, pt. 1. Federal statutes on interstate commerce, annotated. Chapter from "Federal statutes annotated," vol. 3, comp. by W. M. McKinney and P. C. Kemper, jr. . . . 1904.—f, pt. 2. Federal courts and the orders of the Interstate commerce commission. By H. T. Newcomb.—g. Before the Interstate commerce commission.—Transportation of dressed meats and packing-house products.—Orders and testimony.—h. Report and opinion of the Interstate commerce commission in the case of the Milk producers' protective association, complainant, v. the Delaware, Lackawanna and western and other railway companies, defendants.—March 13, 1897.—i. Statutes of the United States—Act to regulate commerce (as amended) and acts supplementary thereto; also so-called trust laws . . . comp. by Joel Grayson.—j. Laws of the states and territories concerning employers' liability.

687 ————— Regulation of railway rates. Hearings before the Committee on interstate commerce, Senate of the United States . . . December 16, 1904[-May 23, 1905] . . . with consolidated index of volumes i—v.

*Washington, Gov't print. off., 1906. 5 v. 23<sup>cm.</sup> (59th Cong., 1st sess. Senate. Doc. 243.)* **4924-4928**

Reissue, with additional material, of the edition of 1905.

Vol. 1-4, testimony: v. 1. Duties and powers of the Interstate commerce commission. Private car-line systems. Resolutions, bills, reports, etc.—v. 2-4. Regulation of railway rates. Consolidated index of v. 1-5: v. 4, p. 3849-4013.

Vol. 5. Appendices a-o: Railway laws of Canada, Great Britain and France. Complaints before Interstate commerce commission. Inland port differential, briefs, report, and opinion. Interstate commerce statutes annotated and indexed. Federal courts and the orders of the Interstate commerce commission. Employers' liability laws of states and territories. Railway-rate control by state commissions. Railways in foreign countries. Table furnished by the Interstate commerce commission showing facts relative to former complaints before the commission. History of bills and resolutions in Congress respecting federal regulation of railways. Freight rates on staple articles to and from the Mississippi River and the coast north of the Ohio and Potomac rivers.

6-9610

**HE1843.A31**

688 **U. S. Congress. Senate. Committee on interstate commerce.** Regulation of railway rates. Hearings before the Committee on interstate commerce, United States Senate, in special session, pursuant to Senate resolution no. 288, Fifty-eighth Congress, third session. Comments of Mr. Walker D. Hines on a draft of bill submitted to this Committee by the Interstate commerce commission on November 29, 1905. December 8, 1905.

*Washington, Gov't print. off., 1905. 28 p. 23<sup>cm.</sup>*

6-19749

**HE1843.A29**

689 ——— **Dept. of justice.** Opinion of the Attorney-general respecting the power of Congress to regulate the rates of railways engaged in interstate commerce.

*Washington, Gov't print. off., 1905. 31 p. 23<sup>cm.</sup>*

William H. Moody, Attorney-general.

7-36203

**HE1843.A5 1905**

690 ——— **Interstate commerce commission.** Certain changes in act to regulate commerce . . . letter from Hon. Martin A. Knapp, chairman of the Interstate commerce commission, transmitting . . . a memorandum relative to certain changes in the sixth section of the act.

[*Washington, Gov't print. off., 1906.] 4 p. 24<sup>cm.</sup> (59th Cong., 1st sess. Senate. Doc. 422.)* **4915**

Presented by Mr. Tillman. Ordered printed May 2, 1906.

690a **U. S.** *Interstate commerce commission.* Letter . . . transmitting certain proposed amendments to the bill (H. R. 12987) entitled "An act to regulate commerce."  
 [Washington, Gov't print. off., 1906.] 12 p. 23<sup>cm</sup>. (59th Cong., 1st sess. Senate. Doc. 422, pt. 2.) 4915  
 Presented by Mr. Tillman. Ordered printed May 3, 1906.  
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*Central law journal*, Mar. 31, 1911, v. 72: 229-232.

811 **1911.** Far-reaching effect of Commerce commission's rate decisions.  
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**HG1.C7,v.92**

812 **1911.** James, Francis B. The freight rate decisions.  
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**HG1.M85,v.11**

813 **1911.** Eaton, J. Shirley. The railroad rate decision.  
*North American review*, May, 1911, v. 193: 694-707.  
**AP2.N7,v.193**

814 **1911.** Bailly, Edward C. The legal basis of rate regulation.  
 Fair return on the value employed for the public service.  
*Columbia law review*, June, Nov. 1911, v. 11: 532-553; 639-660.

815 **1911.** Lane, Franklin K. Application of the new long and short haul clause to intermountain rates.  
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816 **1911.** Prouty, Charles A. Application of the long and short haul clause in the Spokane case.  
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817 **1911.** Oberlin, Paca. Authorizing a federal commission to fix rates of interstate carriers is not a delegation of congressional power in the constitutional sense.  
*Central law journal*, Dec. 15, 1911, v. 73: 425-432.

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819 **1912.** Baker, Jay Newton. The fourth section, or the long and short haul. *Yale law journal*, Feb. 1912, v. 21: 278-299.

820 **1912.** Coleman, William C. The commerce clause and intrastate rates. *Columbia law review*, Apr. 1912, v. 12: 321-350.

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822 **1912.** Meyer, Balthasar H. The nation as a rate maker. Further steps in federal regulation of railways. *Case and comment*, June, 1912, v. 19: 8-14.

823 **1912.** Gaines, Morrell W. Reasonable regulation of railroad rates. *Yale review*, July, 1912, n. s., v. 1: 657-677.  
**H1.Y2,n.s.,v.1**

## INDUSTRIAL CORPORATIONS TRUSTS

### GENERAL. SHERMAN ANTI-TRUST ACT BOOKS

897 **American academy of political and social science.** The scope and limits of federal anti-trust legislation: Addresses at the eighth annual meeting, and papers by James M. Beck, Charlton T. Lewis, James Wilford Garner.

*Philadelphia, American academy of political and social science; London, P. S. King & son; [etc., etc.], 1904. cover-title, 2 p. l., 89-147 p. 24 $\frac{1}{2}$ <sup>cm</sup>. (Publications of the American academy of political and social science. no. 430.)*

5-16904

HD2778.A7

Reprinted from the Annals of the American academy of political and social science for July, 1904, v. 24. H1.A4,v.24

CONTENTS.—The federal power over trusts, by J. M. Beck.—The scope and limits of congressional legislation against the trusts, by C. T. Lewis.—The Northern securities case, by J. W. Garner.

897a —— Industrial competition and combination.

*Philadelphia, American academy of political and social science, 1912. viii, 384 p. 25<sup>cm</sup>. (Its Annals. vol. xlii, whols no. 131.)*

CONTENTS.—pt. i. The effect of industrial combinations on labor conditions: Harmful effects of industrial combinations on labor conditions, by J. Williams. The United States steel corporation and labor, by J. A. Fitch. Beneficial effects of industrial combinations on labor conditions, by R. S. Woodward, jr. Big business and labor, by J. T. McCleary. The United States steel corporation and labor conditions, by R. C. Bolling. Discussion.—pt. ii. Competition as a safeguard to national welfare: The possibility of competition in commerce and industry, by J. B. Clark. Unfair competition by monopolistic corporations, by B. Wyman. Competition as a safeguard to national welfare, by T. Williams. The fallacy of "big business," by E. S. Meade. Competition: the safeguard and promoter of general welfare, by G. F. Canfield. Publicity of accounts of industrial corporations, by M. M. Dawson. Unregulated competition is destructive of national welfare, by A. R. Foote.—pt. iii. The relation of industrial combinations to national welfare: The benefits of industrial combinations, by J. Kirby, jr. Industrial combines and national progress, by J. K. Gwynn. Contribution of industrial combinations to national welfare, by M. W. Alexander. Publicity in affairs of industrial com-

binations, by J. R. Garfield.—pt. iv. The policy of Great Britain, Canada and Germany as compared with that of the United States with reference to industrial combinations: The Canadian combines investigation act, by W. L. M. King. Business and politics at home and abroad, by G. H. Montague. Attitude of German people and government towards trusts, by R. Roesler. Policies of Germany, England, Canada and the United States towards combinations, by F. Walker. Discussion.—pt. v. The effect of the Sherman anti-trust law on the business of the country: The Sherman anti-trust law and the business of the country, by J. T. Talbert. Government regulation of big business in the future, by H. R. Seager. Effect of the anti-trust law on general business, by A. D. Noyes. The bogey of the "patent monopoly," by G. H. Montague. Discussion.—pt. vi. The elements of a constructive national policy with reference to industrial combinations: The administration's theory of a constructive policy concerning combinations: i. Address by President Taft. ii. Address by G. W. Wickersham. Corporate regulation—an administrative office, by H. K. Smith. Review and criticism of anti-trust legislation, by F. G. Newlands. Limitations of anti-trust legislation, by J. M. Beck. Federal incorporation of interstate corporations, by E. W. Roberts. Control of corporations, persons and firms engaged in interstate commerce, by J. S. Williams.—Communication: The cost of the Isthmian ship canal, by J. C. Trautwine, jr.—Notes and discussions: Fisher's "The purchasing power of money." The scope of the Sherman act; the intention of its framers.—Report of the Annual meeting committee.

12-16856

**H1.A4,v.42. HD2721.A6**

898 **American bar association.** Report of the Committee on jurisprudence and law reform.

(*In its Report*, 1897. Philadelphia, 1897. 22 $\frac{1}{2}$ <sup>cm</sup>. p. 325-346.)  
Also printed in *American law review*, Sept.-Oct. 1897, v. 31: 721-741, under title: The federal anti-trust law and its judicial construction.

899 **Baily**, William H. A problem in the control of business corporations.

(*In Iowa state bar association. Proceedings*, 1906. Iowa City, 1906. 24<sup>cm</sup>. p. 46-55.)

900 **Baker**, Charles Whiting. Monopolies and the people. 3d ed. rev. and enl.

*New York & London, G. P. Putnam's sons, 1899. xxiii p., 1 l., 368 p. 19 $\frac{1}{2}$ <sup>cm</sup>. [Questions of the day, 59.]*

The Library of Congress has also the edition of 1889.

Nov. 30, 99-6/2

**HD2795.B2**

901 **Bancroft**, Edgar Addison. Destruction or regulation? Address before the Trust conference of the National civic federation at Chicago, October 23, 1907.

[*Chicago? 1907.*] cover-title, 20 p. 25 $\frac{1}{2}$ <sup>cm</sup>.

8-17512

**HD2795.B24**

902 **Beach**, Charles Fisk, *sr.* A treatise on the law of monopolies and industrial trusts, as administered in England and in the United States of America.  
*St. Louis, Central law journal co., 1898. lxx p., 1 l., 760 p. 8°.*  
 Sept. 21, 98-10

903 **Beach**, Charles Fisk, *jr.* Recent and pending "trust" legislation and litigation in the United States. Address at the University of Minnesota, February 13, 1903.  
*St. Paul, 1903. 33 p. 22cm.*  
 3-28647 HD2795.B34

904 **Bumphrey**, Marvin Hale. Authorship of the Sherman anti-trust law, report of an investigation of the official records.  
 [Cincinnati, 1912.] cover-title, 128 p. 23cm.  
 12-1501 HD2778.B8

905 **Chicago conference on trusts**, 1899. Speeches, debates, resolutions, list of the delegates, committees, etc. Held September 13th, 14th, 15th, 16th, 1899.  
*Chicago, The Civic federation of Chicago, 1900 [1899]. 1 p. l., x, 5-626 p. front., ports. 20cm.*  
 CONTENTS.—A statement of the trust problem, by Henry C. Adams; How to judge the right of the trusts to live, by J. Dana Adams; Address of welcome, by Edward C. Akin; Benefits and hardships of combinations, by G. W. Atkinson; Trusts an early incident, but no longer the product of present prosperity, by Henry D. Baker; Trust evils and suggested remedies: A problem for a generation to settle, by Edward W. Bemis; The tariff not mother of trusts, but mother of American wealth and power, by Henry W. Blair; Trusts a natural industrial feature and should not suffer legislative restraint, by Charles J. Bonaparte; Are the new combinations socially dangerous? by John Graham Brooks; The man before the dollar: Society not enthralled to an institution solely because the institution exists: The remedy of Congressional license, by William Jennings Bryan; Reply to Mr. Foulke, by Wm. Jennings Bryan; The trust as a conspiracy against civilization, by I. D. Chamberlain; The necessity of restraining monopolies while retaining trusts, by John Bates Clark; Effect produced by combinations, whether of capital or labor, upon the general prosperity of the community, by W. Bourke Cockran; Reply to Mr. Bryan and answers to various questions, by W. Bourke Cockran; Committee on organization and program; Committee on resolutions; Neglect of the old principle of "public benefit" in recent corporation laws; by John B. Conner; Trusts: their abuses and remedies, by Stephen P. Corliss; Restraint of the corporation, by E. C. Crow; The Arkansas anti-trust law, by Jefferson Davis; Overcapitalization and concealment, by James B. Dill; Trusts and their effects upon commercial travelers, by P. E. Dowe; The advantages of rightful combination, by James W. Ellsworth; The economic history of a long-established factor in American transportation, by Stuyvesant Fish; A plea for moderate action, by William Fortune; Desirability of

trusts, by Charles Foster; Why trusts cannot be entirely overthrown, by William Dudley Foulke; In criticism of certain views of William J. Bryan, by William Dudley Foulke; Maryland and the trusts, by George R. Gaither, jr.; An iron and steel worker's view of combination, by M. M. Garland; The control of trusts, by Samuel Gompers; Railroad responsibility for objectionable combinations: The farmers and the Chicago grain market, by S. H. Greeley; The trust as a phenomenon to be handled fearlessly and utilized for the public weal, by Laurence Gronlund; The public and the trusts, by George Gunton; Federal control by explicit and comprehensive statute, by F. E. Haley; Foreign markets and American shipping: Extension of competition for agricultural relief, by J. C. Hanley; Causes, dangers, and benefits of combinations, by Azel F. Hatch; The social enemy, by John W. Hayes; Introductory address, by Franklin H. Head; Tariff the mother of trusts, by Byron W. Holt; Formulation, by permanent chairman of the conference, of certain suggested methods for the solution of the trust problem, by William Wirt Howe; Fire insurance coöperative, but not a trust: Its relation to the community, by E. C. Irwin; Elements of the trust problem, by Jeremiah W. Jenks; Federal and state regulation of trusts, by Aaron Jones; The trust as a labor-saving machine in the development of a large programme, by Samuel M. Jones; New Jersey and trusts, by Edward Quinton Keasbey; Analysis of industrial statistics collected by the Civic federation of Chicago, by David Kinley; Equality of rights in transportation agencies, by Martin A. Knapp; Property rights and human rights, by M. L. Lockwood; The farmer: The man who can declare his "Live and let live" policy at the ballot box, by Cyrus G. Luce; Combinations in the main beneficial; by Emerson McMillin; Recognition of the inevitable and adjustment thereto, by S. A. Martin; The trust from a socialist point of view, by Thomas J. Morgan; No monopoly where trade and commerce free, by J. Sterling Morton; Railroad coöperation more economic than unrestricted competition, by Paul Morton; Practical remedies for industrial trusts, by G. W. Northrup, jr.; The limitation of competition and combination as illustrated in the regulations of railroads, by Joseph Nimmo, jr.; Federal taxation as a means of regulation, by Francis G. Newlands; Where competition is present discrimination cannot be absent: An argument for the restoration of the pooling privilege with federal supervision, by H. T. Newcomb; The menace of monopoly, by Henry W. Peabody; The effect of trusts on our national life and citizenship, by Hazen S. Pingree; A letter to Professor George Gunton, by Hazen S. Pingree; Where single taxers stand: The lesson of the giant with his feet on the ground, by Louis F. Post; Consolidation a natural growth with many obviously good results, by W. P. Potter; The wrong of special privilege, by Lawson Purdy; Monopolies under patents and the industrial effects thereof, by James H. Raymond; How consolidation has worked out in the case of one of the great common carriers, by Edward P. Ripley; The antidote of free trade and the international trust, by Samuel Adams Robinson; Historical development of the corporation, with exclusion of the principle of public benefit, by A. E. Rogers; Legislative discipline to make trusts harmless, by Edward Rosewater; Combinations the inevitable incidents of industrial evolution, by David

Ross; The greatest problem since slavery, by U. M. Rose; Trusts and free trade, by John F. Scanlan; Competition the best regulator, by Charles A. Schieren; Strength of the trusts in props of special privilege, by George A. Schilling; Corporate ownership of railroads the backbone of the trust; protective tariff its right arm, by J. G. Schonfarber; Excessive financial energy, by Horatio W. Seymour; Explanation of the new trades combination movement in England, by E. J. Smith; The right of a state to regulate all corporations doing business within it, by T. S. Smith; The free list and a graduated corporation tax as trust remedies, by John W. Spencer; A farmer on trusts: Regulation from the protectionist's standpoint, by John M. Stahl; A criticism of the Smithsonian system of trades combinations: Reform without an economic feature, by A. W. Still; The economic advantages of combination, by Clem Studebaker; The relation of an unstable currency to the formation of trusts, by H. H. Swain; The main problem—How shall we distinguish among corporations? by Robert S. Taylor; The bogey monster: A thing to be regulated and encouraged, by F. B. Thurber; The attitude of anarchism toward industrial combinations, by Benjamin R. Tucker; The legal status of combinations of labor, by William H. Tuttle; Protection and trusts, by Thomas Updegraff; Trusts from a business man's standpoint, by T. B. Walker; Efficacy of economic checks in regulating competitive trusts, by James R. Weaver; The combination in history, ethics, and political economy: Should it be prevented by law? by A. Leo Weil; A period of doubt and darkness in a new industrial era, by Henry White; The trust as a logical development impossible to extinguish and difficult to regulate, by C. D. Willard; Principles and sources of the trust evil as Texas sees them, by Dudley G. Wooten; The trust: An institution pronounced by the United States Supreme court, in 1895, beyond Congressional control, by John I. Yellott.

Feb. 1, 1900-17

HD2783.A3 1900

906 ——— Trusts pro and con; being a detailed report of the Chicago trust conference held in Chicago, September 13-16, 1899, under the auspices of the Civic federation. W. Bourke Cockran vs. William Jennings Bryan.

*Chicago, G. M. Hill co., [1899]. 182 p. illus. 19½ cm. (The Marguerite series, no. 156.)*

Nov. 2, 99-16

HD2781.C42

907 **Clark, Hugo, and Bartlett Brooks.** The trusts and the Constitution; a monograph; the evils of allowing one corporation to hold stock in another and the unconstitutionality of state statutes which permit it . . . the Northern securities company in a new light, and the absolute power in the national government . . . to control or abolish trusts and monopolies.

[*Bangor, Me., The T. W. Burr printing co., 1904.*] 34 p. 23 cm.

7-28643

HD2778.C59

908 **Clark, John Bates, and John Maurice Clark.** The control of trusts. Rewritten and enl:  
*New York, The Macmillan company, 1912.* xi, 202 p. 20<sup>cm</sup>.  
 12-20812 **HD2795.C5 1912**

909 ——— The problem of monopoly; a study of a grave danger and of the natural mode of averting it.  
*New York, The Columbia university press, The Macmillan company agents; London, Macmillan & co., ltd., 1904.* vi p., 1 l., 128 p. 20<sup>1</sup>/<sub>2</sub><sup>cm</sup>. (Columbia university lectures.)  
 "This little work gives permanent form to a course of lectures recently delivered in Cooper union, New York."—Pref.  
 Favors control of monopolies by abolition of railroad discrimination, regulation of trust prices and tariff reduction.  
 4-19050 **HD2795.C53**

910 **Clews, Henry.** The Wall street point of view.  
*New York, Boston, [etc.], Silver, Burdett & co., [1900].* xiv p., 1 l., 290 p. front. (port.) 12°.  
 "Concerning trusts and corporations": p. 31-43.  
 "The laws relating to trusts, corporations, and railroads": p. 169-178.  
 Oct. 11, 1900-25 **HG4572.C65**

911 **Collier, William Miller.** The trusts. What can we do with them? What can they do for us?  
*New York, The Baker and Taylor company, [1900].* vi p., 1 l., 388 p. 19<sup>1</sup>/<sub>2</sub><sup>cm</sup>.  
 Considers combinations of capital as a necessity of modern conditions, at the same time regards them as having elements of danger. One chapter is devoted to a discussion of "trusts and special privileges," wherein an attempt is made to show that trusts are the result of special privileges. The evils of overcapitalization, the relations of the tariff and expansion to trusts, the scope and extent of legislative powers over trusts, and the constitutional limitations and restrictions are also reviewed.  
 Aug. 23, 1900-26/2 **HD2795.C6**

912 **Cook, William Wilson.** The corporation problem.  
*New York, London, G. P. Putnam's sons, 1893.* vi, 262 p. 20<sup>cm</sup>.  
 CONTENTS.—Introductory.—Various controversies to which corporations have given rise—Remedies for the railroad problem.—Corporations as the owners of natural monopolies.—Trusts.—Corporations and the republic.—Index.  
 A 11-809

913 **Farrelly, Hugh P.** The legal aspect of trusts and their control.  
 (In Bar association of the state of Kansas. Seventeenth annual meeting, 1900. Clay Center, 1900. 8°. p. 86-92.)

914 **Fay**, Charles Norman. Big business and government.  
*New York, Moffat, Yard and company, 1912.* vi, 201 p.  
*19½ cm.*  
 12-8465 HD2795.F2

915 **Frederiksen**, Ditlev Monrad. The old common law and the new trusts.  
*[Ann Arbor, Mich., 1904.] cover-title, 21 p. 23 cm.*  
 Reprinted from Michigan law review, vol. iii, no. 2, December, 1904.  
 5-25958 HD2777.F8

916 **French**, Henry Findlay. Federal control of trusts and combinations in restraint of trade under the commerce clause of the Constitution.  
*[Baltimore, Press of Kohn & Pollock, inc., 1909.] 28 p. 23 cm.*  
 9-12270 HD2778.F8

918 **Grosscup**, Peter Stenger. The so-called trusts; or, The next great step in American politics. An address before the faculty and students of the University of Nebraska, at Lincoln, Friday, December 12th, 1902.  
*[Chicago], The Library and publication committee, 1902. 1 p. l., 16 p. 23½ cm. Hamilton club of Chicago. Serial publications. no. 20.)*  
 5-16744 HD2795.G8

919 **Halle**, Wilhelm Ernst Hermann von. Trusts or industrial combinations and coalitions in the United States.  
*New York, London, The Macmillan company, 1899. xvi, 350 p. 2 fold. diagr. 19 cm.*  
 Bibliography: p. 338-350.  
 The Library of Congress has also the edition of 1895.  
 CONTENTS.—Introduction.—I. Earlier public policy as to combinations.—II. The condition of affairs before the Interstate commerce law, and the anti-trust legislation.—III. The forms of organization.—IV. The objects of organization.—V. Nature and effect of trusts.—VI. The latest phase of corporation law, and its effect on the form and nature of combinations.—VII. Public opinion and the combinations.—VIII. Conclusions.—Appendices.  
 4-3850/2 HD2785.H22

920 **Hornblower**, William B. Anti-trust legislation and litigation.  
*(In American bar association. Report, 1911. Baltimore, 1911. 8°. p. 304-338.)*  
 Also printed in Columbia law review, Dec. 1911, v. 11: 701-722.

921 — Modern legislation.  
*(In Bar association of the state of New Hampshire. Proceedings, 1908. Concord, 1909. 8°. p. 493-520.)*  
 Criticism in detail of the Sherman anti-trust act. Opposed to federal licensing of corporations doing an interstate business.

922 **Hottenstein**, Marcus Stephen. The Sherman anti-trust law. An address delivered before the Bar association of Lehigh County, on October 11th, 1910. [Allentown, Pa., 1910.] cover-title, 30 p. 23<sup>cm</sup>.  
 11-22144 **HD2778.H85**  
 Also printed in American law review, Nov.-Dec. 1910, v. 44: 827-857.

923 **Jenks**, Jeremiah Whipple. How Congress may control trusts. (In La Follette, Robert M. ed. The making of America. Chicago, 1906. 8°. v. 3, p. 222-230.) **HC103.L25,v.3**

924 ——— The trust problem. Rev. ed. New York, McClure, Phillips & co., 1903. xx p., 2 l., 3-362 p. fold. diagrs. 18<sup>cm</sup>.  
 "Bibliographical note": p. 317-318.  
 The Library of Congress has also editions of 1900 and 1901.  
 CONTENTS.—Competition, its nature; The wastes of competition; Favors to industrial combinations; Combination and monopoly; Promoter and financier; The basis of capitalization; Methods of organization and management; Prices: Sugar, Whiskey, Petroleum, Tin plate, Steel and Wire; The trusts and wages; Political and social effects; Legislation; Industrial combinations in Europe; Suggestions at Chicago trust conference; Preliminary report of the United States Industrial commission; Plan of Bird S. Coler for regulation of trusts; New York companies' act; Plan of William J. Bryan for regulation of trusts; The United States steel corporation; Federal legislation.  
 3-1975/2 **HD2731.J53**

924a **Joyce**, Joseph Asbury. A treatise on monopolies and unlawful combinations or restraints, embracing every contract, combination in the form of trust, pool or otherwise in restraint of trade or commerce. New York, The Banks law publishing co., 1911. lxvi, 768 p. 23<sup>cm</sup>.  
 12-2057

925 **Knox**, Philander Chase. The commerce clause of the Constitution and the trusts. An address delivered before the Chamber of commerce, Pittsburg, Pa., on October 14, 1902. Washington, Govt. print. off., 1902. 1 p. l., 42 p. 24<sup>1</sup><sub>2</sub><sup>cm</sup>.  
 10-10033 **HD2795.K7**  
 Also printed in U. S. Dept. of justice. Reply of the Attorney-general, dated January 3, 1903, to a communication dated December 20, 1902, from the Hon. George F. Hoar . . . (57th Congress, 2d session. Senate doc. 73), p. 37-50. **HD2778.A5 1902b**  
 Also printed in Congressional record, 57th Congress, 1st session v. 36, pt. 1, p. 413-415. **J11.R5,v.36,pt.1**

926 **Knox**, Philander Chase. The right of Congress to control the trusts.  
 (In *La Follette*, Robert M. ed. *The making of America*. Chicago, 1906. 8°. v. 3, p. 204-221.) **HC103.L25,v.3**

927 **Lindsay**, William. The man and the corporation.  
 (In *Virginia state bar association. Report*, 1908. Richmond, 1908, 23cm. v. 21, p. 201-232.)  
 Argues for control of corporations by the states.

928 **Littlefield**, Charles E. The Sherman anti-trust law and the proposed amendments thereto.  
 (In *Illinois state bar association. Proceedings*, 1908. Springfield, 1908. 8°. pt. 2, p. 23-65.)  
 Also printed in *Green bag*, Dec. 1908, v. 20: 587-610.  
*Chicago legal news*, July 4, 1908, v. 40: 373-396, 378-379.

929 **Mann**, E. A. The rule of reason.  
 (In *New Mexico bar association. Minutes*, 1911. Albuquerque, [1911]. 8°. p. 55-68.)

930 **Marshall**, William Vickroy. A curb to predatory wealth.  
*New York, R. F. Fenn & company*, [c1909]. 1 p. l., 5-135 p. 20cm.  
 The "curb" proposed is a progressive property tax.  
 9-28104 **HD2795.M27**

931 **Montague**, Gilbert Holland. Trusts of to-day; facts relating to their promotion, financial management and the attempts at state control.  
*New York, McClure, Phillips & co.*, 1904. xviii, 219 p. 19½cm.  
 CONTENTS.—The development of industrial combination.—The savings of combination.—The evils of practical monopoly.—The evils of present trust organization.—The history of anti-trust legislation.—The outlook for trust regulation.  
 4-7543 **HD2795.M7**

932 \***Morawetz**, Victor. The trust problem; an address delivered at the finance forum of the West side Y. M. C. A., New York, December 13, 1911.  
 [New York, 1911.] 24 p. 8°.  
 A 12-131

933 **National civic federation**. *Dept. on regulation of industrial corporations*. The trust problem, replies of 16,000 representative Americans to a questionnaire.  
*New York, [M. B. Brown printing and binding co.]*, 1912. 626 p. 24cm.  
 12-10808 **HD2795.N24**

934 **National conference on trusts and combinations, Chicago, 1907.** Proceedings of the National conference on trusts and combinations under the auspices of the National civic federation, Chicago, October 22-25, 1907.  
*New York, National civic federation, 1908.* 471 p. 20<sup>cm</sup>.  
 8-12986 HD2783.A3.1907

935 **Nettleton, Alured Bayard, ed.** Trusts or competition? Both sides of the great question in business, law and politics. *Chicago, The Leon pub. company, 1900.* 304 p. 18<sup>cm</sup>.  
 CONTENTS.—The argument for the trusts, to further favorable view, by Albert Shaw; The argument against the trust; Trusts in Europe; The college and the trust: Cornell university, by J. W. Jenks; Yale university, by A. T. Hadley; Columbia university, by J. B. Clark; University of Michigan, by H. C. Adams; Williams college, by C. J. Bullock; Institute of social economics, by G. Gunton; Oberlin college, by J. N. Cawer; Bureau of economic research, by E. W. Bemis; University of Wisconsin, by R. T. Ely; The Chicago trust conference; Private monopoly indefensible, by W. J. Bryan . . . The question of remedies; The courts and the trusts; The Standard oil trust; The law and the trust; Trusts under the federal Constitution, by J. T. Dye; The trust in politics . . . Anti-trust legislation (in the states); List of leading American trusts.  
 Mar. 1, 1900-133 HD2795.N4

936 **Nimmo, Joseph, jr.** An act to regulate commerce, etc. Argument before subcommittee no. 3 of the Committee on the judiciary, House of representatives.  
 [Washington, Govt. print. off., 1908.] 12 p. 23<sup>cm</sup>.  
 8-35389 HD2778.N5

937 ——— Amendment of Sherman antitrust law.  
 [Washington, Govt. print. off., 1908.] 16 p. 23<sup>cm</sup>.  
 9-18504 HD2773 1908b

938 **Noble, Herbert.** The Sherman anti-trust act and industrial combinations.  
 (In Maryland state bar association. Report, 1909. [Baltimore], 1909. 8°. p. 116-140.)  
 Also printed in American law review, Mar.-Apr. 1910, v. 44: 177-199.

940 **Nolan, Edward J.** Combinations, trusts and monopolies; a discussion of the origin, development, and treatment of the modern industrial combination.  
*New York, Broadway publishing company, [1904]. viii, 353 p. front. 19½<sup>cm</sup>.*  
 "Advocates" the abolition of all special protection, favors or privileges which are now afforded by the government to trusts or

combinations or to the industries in which they may be engaged; second, state supervision and inspection of the accounts and affairs of all corporations; and third, the establishment by law of a maximum rate of profit which corporations shall be allowed to earn in business.

4-32170

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941 **Norman**, Lionel. Legal restraints on modern industrial combinations and monopolies in the United States.

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953 ——— Mr. Taft and the Sherman act.  
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The first general report, covering period from organization of the Bureau, Feb. 1903, to June 30, 1904.  
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6-5813 HD2775.A3 1903-04

957 — *Circuit court (5th circuit).* A charge to a grand jury of the United States for the Southern district of Georgia; delivered by Judge Emory Speer in Savannah, Georgia, November 28, 1910. Relevant to the Sherman law and the Inter-state commerce law.  
*[New York city, Printed and gratuitously distributed, by A. H. Walker, 1910.]* 16 p., 1 l. 23 $\frac{1}{2}$ <sup>cm</sup>.

The preface of Walker's History of the Sherman law is appended.  
 11-716 HD2795.A18

958 — *Congress. House. Committee on rules.* Hearings on H. res. 813, to investigate violations of the Antitrust act of eighteen hundred and ninety. January 23, 1911.  
*Washington, Govt. print. off., 1911.* 60 p. 23<sup>cm</sup>.

John Dalzell, chairman.  
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11-35187 HD2769.S8A5 1911

959 — *Hearings on House resolution no. 238 authorizing the Monetary commission to investigate financial institutions or corporations and report whether they operate in restraint of trade and in violation of law.* July 27, 1911.  
*Washington, Govt. print. off., 1911.* 14 p. 23 $\frac{1}{2}$ <sup>cm</sup>.

Robert L. Henry, chairman.  
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960 — *Violations of Antitrust act of 1890.*  
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*Washington, Govt. print. off., 1911.* 119 p. 23 $\frac{1}{2}$ <sup>cm</sup>.

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acts, and the acts relative to the national banking associations, and that the committee investigate the United States steel corporation.

Resolution commonly known as Stanley steel trust investigation resolution.

11-35499

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961 **U. S. Congress. House. Committee on the judiciary.** An act to regulate commerce, etc. Hearings on House bill 19745 [April 4–May 1, 1908].

*Washington, Gov't print. off., 1908.* 749 p. 23<sup>cm</sup>.

The Hepburn amendment to the Sherman anti-trust act of 1890.

Charles E. Littlefield, chairman of subcommittee.

8-35497

**HD2773 1908**

962 ————— Amendment to the Sherman anti-trust act. March 14, 1908.

[*Washington, Gov't print. off., 1908.*] 28 p. 23<sup>cm</sup>.

Statement of Hon. William Hughes in regard to effect of the act on labor unions, before a subcommittee, C. E. Littlefield, chairman.

8-35316

**HD2778.A5 1908**

963 ————— Regulation of corporations [other than railroads]. Report. Mar. 23, 1906.

[*Washington, Govt. print. off., 1906.*] 26 p. 8°. (59th Cong. 1st sess. House. Report 2491.)

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Submitted by Mr. Jenkins.

963a ————— Trust legislation. Serial no. 1-8.

Hearings, Jan. 26–June 11, 1912.

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**HD2773 1912a**

963b ————— **Senate. Committee on interstate commerce.** Hearing [Aug. 4, 1911–Mar. 27, 1912] pursuant to S. Res. 98, a resolution directing the Committee to investigate and report desirable changes in the laws regulating and controlling corporations, persons, and firms engaged in interstate commerce.

*Washington, Govt. print. off., 1912.* 3 v. 24<sup>cm</sup>.

Accompanying the Hearings is an Indexed digest of testimony of 135 pages.

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964 **U. S.** *Congress. Senate. Committee on the judiciary.* Amending antitrust act. Adverse report. <To accompany S. 6440>.  
 [Washington, Govt. print. off., 1909.] 14 p. 23<sup>cm</sup>. (60th Cong., 2d sess. Senate. Rept. 848.) 5380  
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965 ——— Amendment of Sherman antitrust law. Hearings [April 23–May 16, 1908] on the bill (S. 6331) to legalize contracts and agreements not in unreasonable restraint of trade or commerce, and the bill (S. 6440) to regulate commerce among the several states or with foreign nations, and to amend the act approved July 2, 1890, entitled, "An act to protect trade and commerce against unlawful restraints and monopolies."  
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968 ——— *Dept. of commerce and labor.* Views of the Department of commerce and labor on the bill to regulate corporations engaged in interstate and foreign commerce. Letter from the Secretary . . . to the chairman of the Committee on interstate and foreign commerce, House of representatives, concerning House bill 35, Sixty-second Congress, first session.  
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969 ——— *Dept. of justice.* Civil and criminal cases instituted by the United States under the Sherman antitrust law of July 2, 1890.  
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